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BCA-15/0001/69

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**Basic Imagery Interpretation Brief**



**NATIONAL  
PHOTOGRAPHIC  
INTERPRETATION  
CENTER**

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**SHUANGCHENG TZU SSM-SAM  
ASSEMBLY AND CHECKOUT COMPLEX**

B.E. NONE

**MISSILE RANGES - STRATEGIC SSM & SPACE FACILITIES**

**CHINA**

**DECEMBER 1968**

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INSTALLATION OR ACTIVITY NAME				COUNTRY	
Shuangchengtzu SSM-SAM Assembly and Checkout Complex				CH	
UTM COORDINATES	GEOGRAPHIC COORDINATES	CATEGORY	BE NUMBER	COMIREX NO.	NIETB NO.
NA	41-06N 100-16E	None	None		50X1
MAP REFERENCE					
ACIC. USATC 200, Sheet 0287-16HL, 1st ed, May 62, scale 1:200,000 (SECRET)					
LATEST IMAGERY USED			NEGATION DATE (if required)		
			NA 50X1		

**NOTICE**

The report listed below substantially satisfies the existing basic reporting requirements for this target. Minor changes are included under "Basic Description."

1. NPIC. SSM Housing and Support Area and Operational Support Facilities, Shuang-Cheng-tzu Missile Test Center, China, Jun 67 50X1  
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**BASIC DESCRIPTION**

Interpretation of the SSM-SAM Assembly and Checkout Complex since the cut-off date of the existing report, December 1966, establishes that there have been relatively few changes (Figure 1). A small heat plant, 30 by 20 feet, was constructed near the western end of the SAM assembly and checkout area and steamlines were constructed from this heat plant to three nearby buildings. A steamline, approximately 1,700 feet long, was constructed west from the main heat plant to a new 25- by 25-foot building. An earth-covered bunker, 35 by 25 feet, was observed in the northwest corner of the SSM Assembly and Checkout Area. The fence that enclosed the built-up part of the SSM Assembly and Checkout Area has been removed and over half of the large open area to the west is now occupied by garden plots.

Missile transporters are frequently observed within the SSM portion of the complex. Two sizes of transporters, 60 and 50 feet in length, have been observed parked on the large hardstand. A maximum of four transporters, two of both sizes, have been observed on any one photographic coverage.

Periodically, long rail cars have been observed on sidings within the complex. A 60-foot flat-bed rail car and a            rail car were observed next to the checkout and assembly building on both March and April 1967 photography. 50X1

These changes in facilities and the date initial construction was first observed on photography between December 1966 and November 1968 and annotated on Figure 1.

**REFERENCES**

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**REQUIREMENT**

COMIREX 219-69  
NPIC Project 210325

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